

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 09/06/2001

ANC01LA037 File No. 10440		02/16/2001	Fairbanks, AK	Aircraft Reg No. N36266	Time (Local): 15:00 AST		
Make/Model:	Bellanca / 7GCBC				Fatal	Serious	Minor/None
Engine Make/Model:	Lycoming / O-320-A2B			Crew	0	0	2
Aircraft Damage:	Substantial			Pass	0	0	0
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Instructional						
Reg. Flight Conducted Under:	Part 91: General Aviation						
Last Depart. Point:	Fairbanks, AK				Condition of Light:	Day	
Destination:	Local Flight				Weather Info Src:	Pilot	
Airport Proximity:	Off Airport/Airstrip				Basic Weather:	Visual Conditions	
					Lowest Ceiling:	None	
					Visibility:	50.00 SM	
					Wind Dir/Speed:	Calm	
					Temperature (°C):	-7	
					Obstr to Vision:	None	
					Precipitation:	None	
Pilot-in-Command	Age: 47				Flight Time (Hours)		
Certificate(s)/Rating(s)					Total All Aircraft:	6020	
Flight Instructor; Commercial; Private; Single-engine Land; Single-engine Sea					Last 90 Days:	58	
Instrument Ratings					Total Make/Model:	30	
Airplane					Total Instrument Time:	200	

The commercial certificated pilot/flight instructor, and the student pilot, were conducting touch and go landings in a ski-equipped airplane during the student's first flight. The flight instructor demonstrated a variety of aerial maneuvers, and then landed on a frozen lake. The lake was covered with about two feet of snow. The instructor performed two additional takeoff and landings and then stopped. He placed the student pilot in the front seat and got into the rear seat. The instructor had the student taxi the airplane and then perform several takeoff and landings. The flight instructor then took over the flight controls and landed at a different lake, establishing a new set of ski landing tracks in the snow. The student pilot then performed two additional takeoff and landings. On the third landing approach to the new location, the airplane was established on a normal glide path. About 2 to 4 feet above the ground, the student suddenly pushed forward on the control stick and applied almost full right rudder. The instructor was unable to prevent the airplane from colliding with the snow in a nose down attitude. The airplane nosed over and received damage to the wings, wing spars, lift struts, and vertical stabilizer.

Brief of Accident (Continued)

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Occurrence #1: ABRUPT MANEUVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. (F) AIRCRAFT CONTROL - ABRUPT - DUAL STUDENT
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
3. TERRAIN CONDITION - SNOW COVERED

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The flight instructor's inadequate supervision of the flight during the landing flare. A factor in the accident was the student's abrupt airplane control.